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SUPPLEMENT TO
REPORT NO.

1. The political section of the Hungarian Railways Directorate has received an order from the Russian Transport Command * that the Miskolc-Budapest and Gdansk-Vac-Hungarian frontier line must meet the requirements of a line of the first class. This is the chief reason for the work which is being done on this line.
2. The principal traffic between Budapest and Csep flows along the Zahony-Nyiregyhaza-Debrecen-Budapest line. On this line there are two large bridges, one on the Tisza at Zahony and one at Szolnok. In case of war both bridges would constitute serious hazards. The Russians have decided to avoid using this line and have fixed upon the line Csep-Satoraljaujhely-Miskolc-Hatvan-Budapest as a substitute, since here there are no river hazards. Use of this line up to the present has been prevented by damage caused by the war. Also, the reconstruction of the double-track line between Miskolc and Budapest was completed only at the end of last year. The political section has threatened the responsible officials with reprisals if the entire project is not completed by the end of June.
3. In connection with the question of the supply by railroad of the areas to the west of Budapest, the railroad bridge south of Budapest is also a serious hazard. In order to avoid crossing the Danube, the line Budapest-Vac-Ersekujvar-Bratislava, which is a double-track line, may be used. This line from Csep through Miskolc to Budapest and then from Budapest through Vac and Bratislava to Vienna is of the first class, with rails of 48.3 and 44.3 kg./meter and is capable of carrying even very heavy cars with an axle pressure of twenty tons.
4. The two sections Miskolc-Budapest and Budapest-Bratislava have been linked by means of the suburban circular line at Budapest. Since in case of war passage through Budapest might easily cause difficulties, the line Gdansk-Veresegyhaz-Vac was reactivated in 1949. This is the line which was destroyed by the Germans in 1944. As part of the reconstruction work, this line was also slated to receive first-class installations, but the line has not as yet been double-tracked. It is now being put into first-class condition. With this line the Russians have at their disposal a direct rail line from Csep to Austria which does not have to cross a river and which does not touch Budapest.

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5. The importance of this linking consists also in the fact that it relieves the section from Budapest to Szolnok and thus facilitates supply from the south, partly by the line Brasov-Cluj-Oradea Mare and partly by the line Brasov-Teiuș-Arad.
6. By the transfer of the burden of traffic to the Miskolc line, the plan for the reconstruction of that section of the Debrecen line which lies between Kiskunszallas and Debrecen, and which was totally destroyed during the war, has been pushed into the background.
7. The line Budapest-Miskolc has also enormous importance with regard to internal Hungarian traffic, since the great industrial establishments of Diósgyőr and Ozd are linked with the capital by it. In order to increase its capacity, it has also been decided that this line will be the first to be electrified, especially the section between Budapest and Hatvan where the rising terrain presents great difficulties in the hauling of heavy trains of goods, especially since the 2000 ton system has been introduced.
8. As to recent movement of goods trains of 2000 tons, all published statistics are so inaccurate that they cannot be taken into consideration at all.

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* ~~████████~~ Comment: Allegedly situated on the second floor of the Railways General Directorate.

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